

WOMEN IN MOTORSPORT newsletter

WOMEN IN MOTORSPORT CONFERENCE 2021

PROMOTING DIVERSITY WITHIN SPORT
 DIFFERENT ORGANISATIONS WORKING TOWARDS THE SAME GOAL
 WOMEN MAKE UP 35% OF NATIONAL YOUTH RACING
 BUT NOT ENOUGH WOMEN IN LEADERSHIP POSITIONS
 ONLY ONE IS THE BEST
 WORK TOGETHER FOR SUCCESS

GIRLS ON TRACK
 GLOBAL BEST PRACTICE KEY TO THIS
 STANDARD GLOBAL MEASURING TOOLS
 CHANGING MINDSET
 FEMALE LEADERSHIP
 EMPOWER AND OFFER GIRLS A PLACE AT EVENTS TO SUCCEED
 ROLE MODELS ARE NOT JUST DRIVERS THEY ARE ENGINEERS TOO
 MUST PUT WOMEN AT THE CENTRE
 ONLINE TOOLS FOR GIRLS ON TRACK
 SOCIAL INCLUSION
 ATMOSPHERE FOSTERED BY THE 3 PILLARS FOR EVERYONE!

SECURING FUNDING
 PRIVATE SPONSORS ARE INTERESTED IN AUTHENTICITY
 THE FIA WILL HELP WITH YOUR GRANT APPLICATIONS IF NEEDED
 THE FIA IS HERE TO SUPPORT ITS SONS THROUGH THE FIA SPORT GRANTS PROGRAMME
 DON'T STAY ON YOUR OWN

E-SPORT
 THE PARTICIPATION OF WOMEN IN DIGITAL MOTOR RACING IS VERY LOW
 LOWER THAN OTHER MOTOR SPORTS
 GLOBAL E-SPORTS MARKET WILL GROW MASSIVELY IN THE NEXT FEW YEARS

EMPOWERING FUTURE LEADERS
 WE MUST EDUCATE OURSELVES ON UNCONSCIOUS BIAS
 SELF PROMOTE BY CREATING TRACK DEVELOPMENTS
 RECOGNISE ACCEPTATION
 3 WOMEN ON A BOARD IS MASSIVE PROPORTION OF EXCELLENCE
 ALLYSHIP
 FACTS

VOLUNTEERS & OFFICIALS
 10 OFFICIALS ARE WOMEN
 NO COUNTRY HAS REACHED MORE THAN 20% WOMEN OFFICIALS
 FIA HANDBOOK INCLUSIVE ADVICE ON ENTERING MOTORSPORT
 MOST PEOPLE ENTER MOTORSPORT THROUGH FRIENDS AND FAMILY
 USE SOCIAL MEDIA
 USE SOCIAL MEDIA

GRASSROOTS MOTORSPORT
 GRASSROOTS MOTORSPORT IS COMMONLY RUN BY MEN
 BUT IT IS ALMOST INVISIBLE
 THINK OTHER SPORTS IT'S DIFFERENT AT EVERY LEVEL
 WE CAN TAP INTO THE MAGNIFICENT OPERS OF F1
 STRONG PARTNERSHIP BETWEEN LOCALITY AND SCHOOLS SECURITY

STEM
 IT'S NOT JUST FRONT ALTS ENGINEERS
 F1 IN SCHOOLS IS A KEY PROGRAMME FOR ENCOURAGING YOUNG PEOPLE'S INTEREST IN STEM

DRIVING KNOWLEDGE SHARING
 INCREASING DEMAND OF WOMEN'S SPORTS
 WOMEN SHOULD BE THE MAIN EVENT
 MORE WOMEN IN LEADERSHIP HELD BRINGS CHANGE
 INTERVIEWED AS SPORTS PEOPLE NOT WIVES AND MOTHERS
 AS MUCH AS WE KNOW WOMEN'S SPORT
 PERCEIVED
 DATA

BUILDING TOMORROW
 REGIONAL REPRESENTATION EXT WHEN WE'RE TALKING ABOUT WOMEN IN MOTORSPORT
 CAN'T BE CALLED FOR FEMALE FUEL COMPLETE FALLS COMPLETE
 GOVERNANCE
 COMMUNICATION
 PARTNERSHIP
 ADVOCACY
 GENDER PARITY ACHIEVED THROUGH PROGRAMMES

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 After a decade of positive action, global gathering looks to accelerate progress

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 Racing on level terms in some of the world's most remote locations with the women of Extreme E

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 All-female endurance crew rises to the challenge of the FIA World Endurance Championship



(L-R): Moderator James Allen, Ferrari's Laurent Mekies, Michèle Mouton, Maya Weug, Amanda Mille and Iron Dames originator Deborah Mayer.



Michèle Mouton: "Everyone around the world still needs to accelerate their actions."

Third FIA Women in Motorsport Seminar seeks to boost the pace of change

ATTENDED BY ALMOST 80 DELEGATES FROM 68 COUNTRIES, THE MONACO SEMINAR STRESSED THE NEED TO CAPITALISE ON THE POSITIVE OUTCOMES ACHIEVED OVER THE PAST DECADE AND TO PUSH FOR EVEN GREATER SPORTING EQUALITY.

The third international FIA Women in Motorsport Seminar saw almost 80 delegates from 68 countries gather in Monaco, with the seminar taking place in parallel with this year's FIA Conference.

Broadcast live on Facebook, the opening session, Women in Motor Sport – A Decade of Action, formed part of the wider Conference and was opened by Jean Todt. The FIA President saluted the success of the FIA Women in Motorsport Commission since its establishment at the end of 2019 and paid tribute to the sponsors and partners whose support has helped advance the Commission's diversity goals.

Commission president, Michèle Mouton, then led the panel discussion, which not only reflected on the achievements to date but also highlighted the importance of partners in creating opportunities for female competitors. Ferrari Sporting Director Laurent Mekies, then detailed how the Scuderia became the first global partner of the FIA Girls on Track – Rising Stars initiative and how its strong commitment to the programme has led it to extending the partnership for a further two years.

"Ferrari has been in motor sport for more than 70 years and we want to be there for years to come," he said. "Hence we need to ensure that we will be able to reach out to the largest and most diverse group of people we can."

Maya Weug, the inaugural Rising Stars winner, then spoke of what the opportunity to become the first female to join the Ferrari Driver Academy meant to her and to her hopes for a career in motor sport.

"It is amazing to see that FIA Girls on Track – Rising Stars has inspired so many young girls to start racing. Just being with 20 girls sharing the same passion was really nice. I am working hard with the Ferrari Driver Academy and keep focussed on the next target," she said. Amanda Mille, Project Manager of the Richard Mille Racing Team, then outlined the strategy behind fielding an all-female line-up in the FIA World Endurance Championship and at Le Mans, explaining how the

team was challenging stereotypes.

"We are passionate about motor sport. We really believe that ladies have their own room in the different disciplines. We need to push the door for others to follow," she said.

Finally, Deborah Mayer, Project Leader of the Iron Dames programme, which fields female drivers in multiple series including Formula 4, the Ferrari Challenge Europe, the GT World Challenge and in the GTE class of the FIA WEC, shared her vision for supporting women in the sport and the importance of showcasing talent, across the whole industry, on the global stage.

"The purpose of our project is to encourage more and more women, not only as drivers, but also as engineers, team principals, and sporting directors. The hardest thing is to do the first step and show your dedication and motivation," said Mayer. "Iron Dames and the FIA share a lot of common values, that is to encourage and promote more and more women to join motor sport. We are extremely proud to have had the possibility to join forces with Michèle Mouton and FIA WIM."

Following that session, the Seminar was officially opened by Graham Stoker, FIA Deputy President for Sport, and Michèle Mouton. The FIA Deputy President stressed how the Commission's work was central to meeting the targets of the Diversity pillar of the FIA's #PurposeDriven movement. Michèle Mouton added that following the first decade of work motor sport as a whole needs to capitalise on the momentum and put in place more actions to push for even more equality and inclusion for women.

His Royal Highness Prince Feisal Al Hussein, a member of the International Olympic Committee, President of the Jordan Olympic Committee and Chairman of Jordan Motorsport then closed the opening address with a powerful message of support for the empowerment of women and girls in sport.

Day one's plenary session on Promoting Diversity within Sport, saw gender equality expert Cristina Lunghi of



the Arborus Foundation outline the importance of organisations having a structured approach with set criteria and measurable results. Frederique Jossinet, head of women's football at the French Football Federation, provided an insight into how the federation is successfully feminising the sport, on the pitch and at executive level.

The seminar then broke out for the first set of a number of workshops held over the two days. In the Girls on Track workshop, Claudia Maur, Operations Manager for the programme, presented an overview of the Commission's flagship grassroots educational programme aimed at encouraging girls to take a look at the opportunities open to them in the sport. Hugh Chambers, CEO of Motor Sport UK, then went on to explain how the UK had successfully staged events at a national level, utilising the tool kits provided by the Commission. In the Securing Funding workshop, Amanda Mille, of watchmaking firm Richard Mille, explained how to identify what interests sponsors, while Kate Robson, the Head of Sport Grant Programme and Accreditation, outlined potential funding possibilities within the FIA.

The final workshop looked at the growing world of esports. Anna Nordkvist, President of the new FIA Digital Motorsport Commission, was joined by top Australian esports racer, Emily Jones, to detail the work of the Commission and online racing's potential to engage with young women.

Day 2 of the Seminar kicked off with a session on 'Empowering Future Leaders'. Management expert Daniela Felletti examined the role of women in management positions, how to build empowerment, the importance of mentorship and how to unlock leadership skills.

The morning was then divided among three workshops. The first, Volunteers

and Officials, was run by Women in Motorsport Commission members Janette Tan, Deputy Clerk of the Course for the Formula 1 Singapore Grand Prix, as well as Chair of the ASN's Volunteers and Officials Commission, and Silvia Bellot, the first woman to be appointed FIA Race Director for Formula 2 and Formula 3. The workshop looked at the best practices that can be used to define and implement strategies to attract, develop and retain female officials and volunteers. The new 'Your Career as a Motor Sport Official' booklet was highlighted as a tool for ASNs to use to help attract girls and women to the sport. The Grassroots Motorsport workshop, led by Linda Medne, Secretary General of Latvijas Automobilu Federacija, and Hugh Chambers, CEO of Motor Sport UK, looked at the importance and benefits of grassroots motor sport and how ASNs can organise events in their own countries. The last of the three workshops, run by Amy Martin, a student Systems Engineer, and Nathalie Moutet, director at Mexican ASN OMDAI, underlined the role STEM plays in making our sport more diverse and inclusive, using the F1 in Schools programme as an aspirational example. In the final plenary session, entitled, Driving Knowledge Sharing, Elyse McDonald, Project Co-ordinator for Gender Equality and Inclusion at the IOC, presented the latest Portrayal Guidelines created for Olympic Movement stakeholders, in line with the IOC Gender Equality and Inclusion objectives for the 2021-2024 period. Dee Caffari, Chair of the World Sailing Trust and the first woman to sail single-handedly and non-stop around the world 'the wrong way', also joined the discussion, outlined the Trust's female strategic review and its key learnings as part of its aim to grow participation in the sport from the grassroots level upwards, improve accessibility and



FIA President Jean Todt stressed the need for greater diversity in motor sport.

protect its future.

"We really have to address this issue of gender diversity and inclusion to drive our sports forward. I remain optimistic that change is coming," she said.

The final group workshop was hosted by the FIA Women in Motorsport Commission's six regional representatives, who outlined the role of ASN national representatives and the collaboration between countries at regional level. They also outlined the individual regions' short, medium and long-term action plans, which also demonstrated how cultural challenges and influences affect specific needs. Ahead of the closing remarks, Barbara Silva, the FIA's Social Responsibility Programmes Manager, presented a specifically commissioned illustration summarising the content of the Women in Motorsport Seminar. Created by Scriberia, and progressively drawn

throughout the two-day Seminar, this visual representation serves as a lasting reminder of the issues and topics discussed and debated by nearly 80 delegates from around the world.

Closing the Seminar, Michèle Mouton said: "Everyone around the world still needs to accelerate their actions with a far more determined effort to implement programmes in support of inclusivity. And, in particular, we must target the countries where we fall short with national representatives driving action within the ASNs. This really will be an area that Graham Stoker, Deputy President for Sport, and I will address personally, because at the moment our voice is not represented in 71 countries; that is nearly 50% of our ASNs. This has to – and will - change."



Daniela Felletti.



The FIA Girls on Track programme held its most recent event at the FIA Formula E London E-Prix in July.

FIA Girls on Track extends partnership with Formula E and gains ABB as global partner

THE FIA GIRLS ON TRACK PROGRAMME, SUPPORTED BY THE FIA INNOVATION FUND, HAS ANNOUNCED A SIX-YEAR EXTENSION TO ITS COLLABORATION WITH THE FIA FORMULA E WORLD CHAMPIONSHIP, WITH ABB, FORMULA E'S TITLE PARTNER, JOINING THE INITIATIVE AS ITS FIRST GLOBAL PARTNER.



Launched in 2019, the FIA Girls on Track programme invites young women between 8 and 18 years old to discover, for free, different aspects of the motor sport industry through activities and workshops promoting inclusivity in an innovative, engaging and positive manner.

The programme's successful relationship with Formula E began at the 2019 Formula E Mexico City E-Prix and since then events have been staged at rounds in Germany, Saudi Arabia, Chile and Brazil. FIA Girls on Track also encourages the FIA's national sporting authorities (ASNs) to host independent national events as part of its mission to boost female participation in every area of the motor sport industry.

ABB now joins FIA Girls on Track as the initiative's first global partner. This new collaboration aims to increase outreach in key markets and grow the programme across new territories, benefiting countless young women and providing them access to new learning

materials and opportunities.

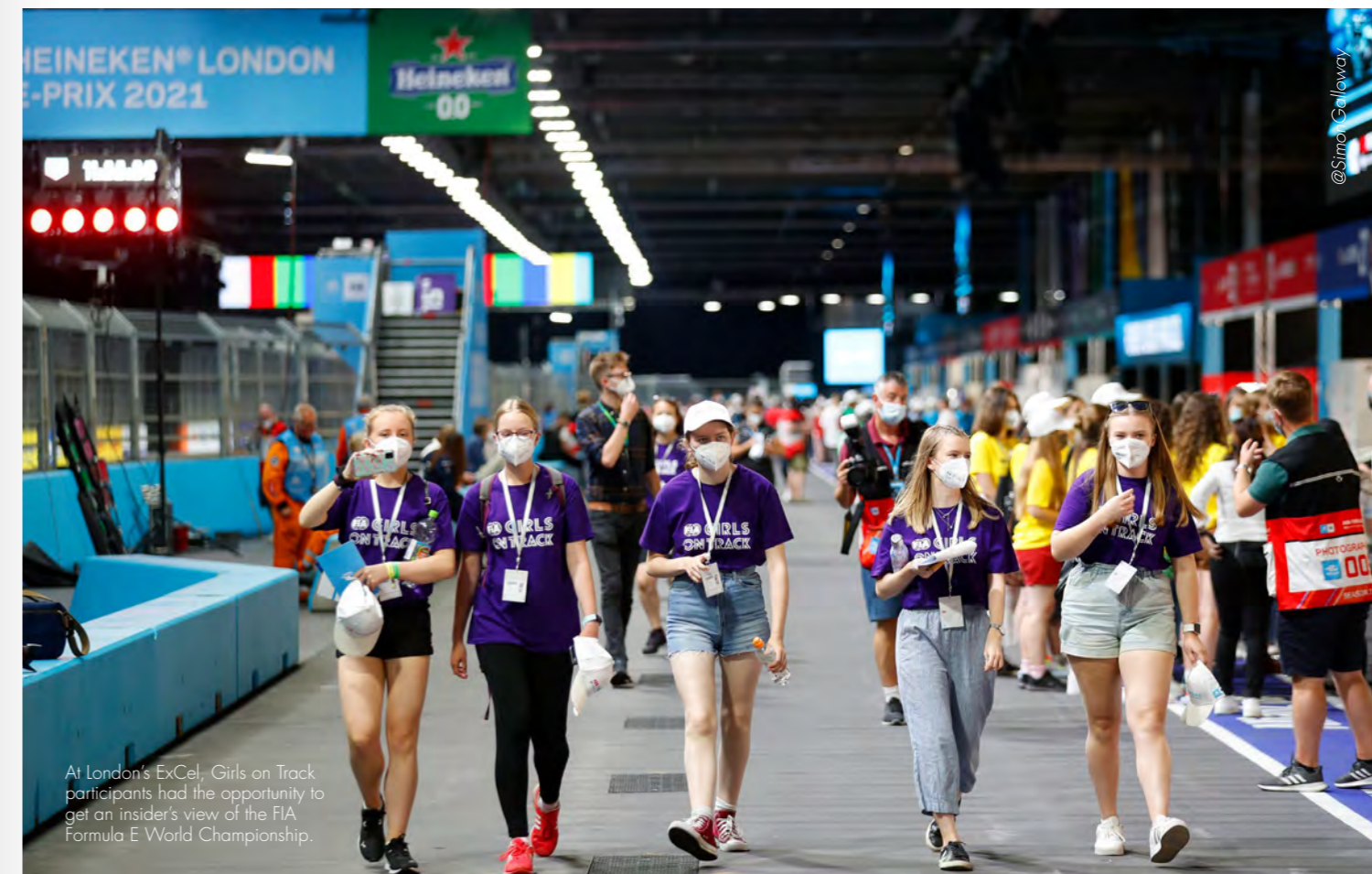
FIA Girls on Track will feature at four events during each ABB FIA Formula E World Championship season and stage ancillary events to promote the role of women in motor sport by educating and inspiring the next generation.

"Our FIA Girls on Track events have already opened thousands of young eyes to the many and varied career opportunities in motor sport, and to further develop this programme with Formula E and ABB as a global partner is another great step towards driving diversity and inclusion," said Michèle Mouton, President of the FIA Women in Motorsport Commission. "If we are to increase female participation it is so important to enthuse and inspire at a young age. This extended partnership between the FIA, the Women in Motorsport Commission and Formula E can only help increase awareness that the sport provides equal opportunities to everyone, and the enjoyable but educational Girls on Track activities

will hopefully encourage young girls to choose third level studies oriented towards our industry."

Jamie Reigle, Chief Executive Officer of Formula E, added: "We are delighted to extend our relationship with the FIA Girls on Track programme, a core pillar of our commitment to provide young women with opportunities across motor sport. ABB works closely with the team at Formula E on many of our strategic projects, so it's a natural fit for them to become the first global partner of our FIA Girls on Track initiatives. After a successful start to the programme, we're looking forward to extending its reach and impact in collaboration with both ABB and the FIA."

The first FIA Girls on Track event of 2021 kicked off at the London E-Prix, rounds 12 and 13 of the ABB FIA Formula E World Championship, in July, where over 100 young women were welcomed to the exciting world of motor sport.



At London's ExCel, Girls on Track participants had the opportunity to get an insider's view of the FIA Formula E World Championship.

Maya Weug makes impressive start to Formula 4 competition

THE FIA GIRLS ON TRACK – RISING STARS WINNER AND FERRARI DRIVER ACADEMY MEMBER HAS HIT THE GROUND RUNNING IN HER FIRST SEASON IN FORMULA 4.



Maya Weug has kicked off her first season of single-seater competition with a series of impressive performances in the Italian and German Formula 4 Championships, Certified by FIA.

The 17-year-old FIA Girls on Track – Rising Stars winner is taking on both series as a member of the Ferrari Driver Academy, racing with Iron Lynx for the FIA Women in Motorsport Commission and FDA partner Iron Dames Racing. And in her first outing, in the Italian championship, at Paul Ricard, the Dutch-Belgian made a solid impression finishing the first race as the fifth best rookie. She managed to repeat that performance in a dramatic second race in which she lost nine places in a chaotic incident on lap three and in a race that featured two safety car periods.

In the final race at the Le Castellet circuit, Maya lined up on the eighth row of the grid and while the safety car was again deployed she managed the restarts well, to finish as the second best rookie.

“Maya started off with the right attitude,” said FDA head Marco Matassa of her single-seater debut. “On a weekend when everything was new for her, she didn’t make any mistakes, a very encouraging sign of progress. We will now work together from this starting point and I

think she should be pleased with what she achieved in her first weekend of racing single-seaters.”

Round two of the Italian series took Maya to the Misano circuit and in the first race of the weekend she finished in P13 overall and sixth in the rookie category. There was better to come, however, and though a spin in the second race dented her weekend, race three saw her score her best overall result to that point, with 12th place overall, a position that also netted her a P3 finish in the rookies classification.

Just a week after her Misano exploits, Maya was racing again, this time at the opening round of the German F4 championship at the Red Bull Ring.

There, Maya finished in the top ten for the first time, taking ninth place in race three. Her weekend got off to a good start with P2 in the rookie class in the opening two races but it was the last race of the event that showed how much progress made in the Iron Lynx-run F4 race car. After an early safety car Maya made the most of the restart to climb to 13th place and in the final stages of the race the young Iron Dames driver made up two more places. A final lap spin for Tim Tramnitz, then promoted Maya to tenth and when Francesco Braschi was

handed a postrace penalty for colliding with Tramnitz, Maya was classified ninth. After her successful debut in the German championship, Maya then returned to Italy for round 3 of that series, at Vallelunga. There the weekend got off to a difficult start when she was forced to retire from race one. However, the young FDA racer bounced back in race two finishing 11th and as third best rookie. She then wrapped up a fine weekend with 12th place in race three. With the top 20 in the series covered by less one second Maya’s early performances in the series have been particularly impressive.

After a short break it was back to the German championship for the mid-July event at Zandvoort in the Netherlands. Race one saw her finish 18th and third in the rookie class. Her hopes of bettering that in race two were dashed by lap five collision and this affected her grid position for the final race. But despite starting from the final row, she battled her way to 15th place overall and third-placed rookie at the flag.

For her final weekend before the summer break, Maya once again headed back to Italy, this time to Imola where she continued to improve. In first qualifying, she was 11th overall, just 0.053s off P10. However, a stall at the start of

the race left her in last place, though she eventually battled back to 22nd at the flag. She started race two from P16 on the grid and in a largely static race she eventually worked her way to 14th place. Finally, in race three a good start saw her hold on to her 11th starting position and she quickly went on the attack, moving up to eighth place. However, her race unravelled when she was hit by another car and dropped to the back of the field. She tried to fight back, also dealing with a 10 second penalty following a collision with another car, to eventually finish 20th.

“We are happy with Maya’s progress as you can see she is improving race after race,” said Matassa. “She was able to finish in the top ten in the ADAC series and would be able to do the same in Imola Race 3, when she was involved in an accident a few laps from the end. “The first season in the most competitive series of Formula 4, coming from karting, is never an easy one. We saw the steps Maya took both in the Academy, being more and more at home inside the various FDA activities, and on track where we appreciated her capacity of listening to the technical indications she was given and put them in practice once at the wheel.”



Commenting on the busy start to her single-seater career Maya said: “The transition to single-seater it’s a big step to take. Adapting to being in a bigger racing team and working closely with an engineer is definitely something one has to get used to, but I feel very good in the team. “We’ve worked together a lot to improve on track. I also had to adapt to the car and to the tracks, as all of them are new for me this year. It’s a good challenge. We are working in the right direction and can already see improvements,” she added.

“On track, it feels very good to be so close to the top of the rookie standings.

Some races have been really good with nice overtakes. Off-track, I’m at the FDA headquarter almost every day, unless I have a test or race or have to travel to the Iron Lynx-Iron Dames base for simulator sessions. It has also been great to get to know all of the other FDA drivers and participate in activities such as cross-fit, paddle, or cycling which are all part of our programme. We work really hard, but we also have fun together.” Maya’s next outing after the summer break will be Italian Formula 4 championship, which returns at the Red Bull Ring from 10 to 12 September.



Iron Dames partnership gathers momentum as female drivers make their mark

ANNOUNCED IN MARCH THE FIA WOMEN IN MOTORSPORT COMMISSION'S EXTENDED PARTNERSHIP WITH THE IRON DAMES PROJECTS IS ALREADY SCORING GOOD RESULTS ACROSS MULTIPLE SERIES IN EUROPE.

(L-R) Iron Dames Rahel Frey, Manuela Gostner and Michelle Gattig.

In March of this year the FIA Women in Motorsport Commission announced that in addition to the extension of its collaboration with Ferrari, the Girls on Track - Rising Stars initiative would gain a new partner in the shape of Deborah Mayer's Iron Dames project, which in addition to the female racers already racing its cars, would field female drivers in a range of single-seater and sports car championship. And as French racer Mayer's passionate commitment to female representation in motor sport blossoms, impressive results are already coming in.

In the top category of Iron Dames involvement, the FIA World Endurance Championship, the crew has posted impressive results in the GTE AM class. At the season-opener in Spa-Francorchamps Rahel Frey, Katherine Legge and Manuela Gostner kicked off the campaign with a ninth-place class finish. At the next round in Portimão, Rahel Frey, Manuela Gostner and Michelle Gattig improved to seventh and at the most recent event in Monza a crew of Rahel Frey, Michelle Gattig and Sarah Bovy finished in eighth place.

The crew of Rahel Frey, Michelle Gattig and Manuela Gostner are also competing in the European Le Mans Series and the trio opened their 2021 account in fine style in Barcelona, qualifying third and finishing in fourth place. The season took a downturn as they failed to finish at the second round, the 4 Hours of the Red Bull Ring and at the 4 Hours of Le Castellet. The

crew turned it around at the most recent round in Monza, however, qualifying in seventh place and then improving to sixth in the race.

Stepping to major competition this year after impressing as one of the four finalists of the first Rising Stars programme is young French driver Doriane Pin. The 17-year-old is racing with the Iron Dames in both the Michelin Le Mans Cup and the GT World Challenge Europe.

Paired with Sarah Bovy in the Michelin Le Mans Cup, Doriane Pin began the season with third place in qualifying in the GT3 class, but there was disappointment on race day as due to a technical issue the pair were unable to take the start.

Doriane Pin and Sarah Bovy didn't let the disappointment derail their season, however, and at the next round at Paul Ricard the duo took their first top-three finish of the campaign with P3. And at the next race in Monza they went one better, qualifying in P2 and finishing second after spending much of the race at the head of their class.

Doriane Pin and Sarah Bovy have had just one outing in the GT World Challenge, at Paul Ricard, but they were quick out of the blocks there too, turning a 14th place spot in qualifying to sixth in the race with an aggressive, committed drive.

Meanwhile, in the Ferrari Challenge Europe, Michelle Gattig has had a remarkable start to the season, claiming three wins across the opening four rounds and finishing on the podium in each



Maya Weug.



(L-R) Sarah Bovy and Doriane Pin.



Michelle Gattig.



The #85 Iron Dames Ferrari of Frey, Gattling and Gostner in action in Monza.

of the eight races to date. The victories came in the first race at Monza and in both races at the Red Bull Ring. The 114 points amassed so far have put her in P1 in the Trofeo Pirelli standings and she currently has a commanding 43-point lead over second-placed Luka Nurmi. Finally, Maya Weug, the inaugural winner of the FIA Girls on Track – Rising Stars initiative has made an impressive start to her single-seater career in the Italian and German Formula 4 championships. In Germany, she scored rookie class top-three finishes on her championship debut, taking second place in each of the three races at the Red Bull Ring. A DNF in the second race at the next round in Zandvoort prevented a clean sweep of top-three results in all races to date, but third place in the first and third races have given her a more than solid start in the German series. She has been almost as successful in the Italian

championship, taking one top-three finish at each of the first three rounds. A tough weekend in Imola dented her record but she'll be hoping for more positive results when the season resumes at the Red Bull Ring in September. Reflecting on the Iron Dames results achieved so far, project leader and founder Deborah Mayer, said: "I am very satisfied with the way that the Iron Dames project has developed this year. Our aim is to support the next generation of female racers, and our youngest recruits – Doriane and Maya, both taken from the FIA Girls on Track – Rising Stars initiative – have made a huge impact already. Maya has taken several rookie podiums in Formula 4 and Doriane has also earned two GT3 podium positions (and a sixth place overall) in the Michelin Le Mans Cup. Doriane's teammate, Sarah Bovy, is another new addition to the squad this year and her performances in the Le Mans

"I am very satisfied with the way that the Iron Dames project has developed."

Deborah Mayer

Cup alone have earned her a well-earned call-up to the Iron Dames FIA World Endurance Championship squad. "Our team has also been extending its horizons far further than originally envisaged, with new Iron Dames entries taking part in the GT World Challenge Europe and the Italian GT Endurance Championship," she added. "Katherine Legge joined us this year to support our FIA WEC and GT World Challenge efforts, further increasing our ranks of Iron

Dames. When I was invited to speak at the FIA Conference in Monaco, I was hugely honoured to be part of a panel discussing women in motorsport, with the opportunity not only to demonstrate what the Iron Dames project is doing for female driving talent, but also to inspire women to become involved in motorsport across all disciplines. "We continue to race, to inspire and to be recognised as a force for change within the sport and look forward to what the rest of the season brings."

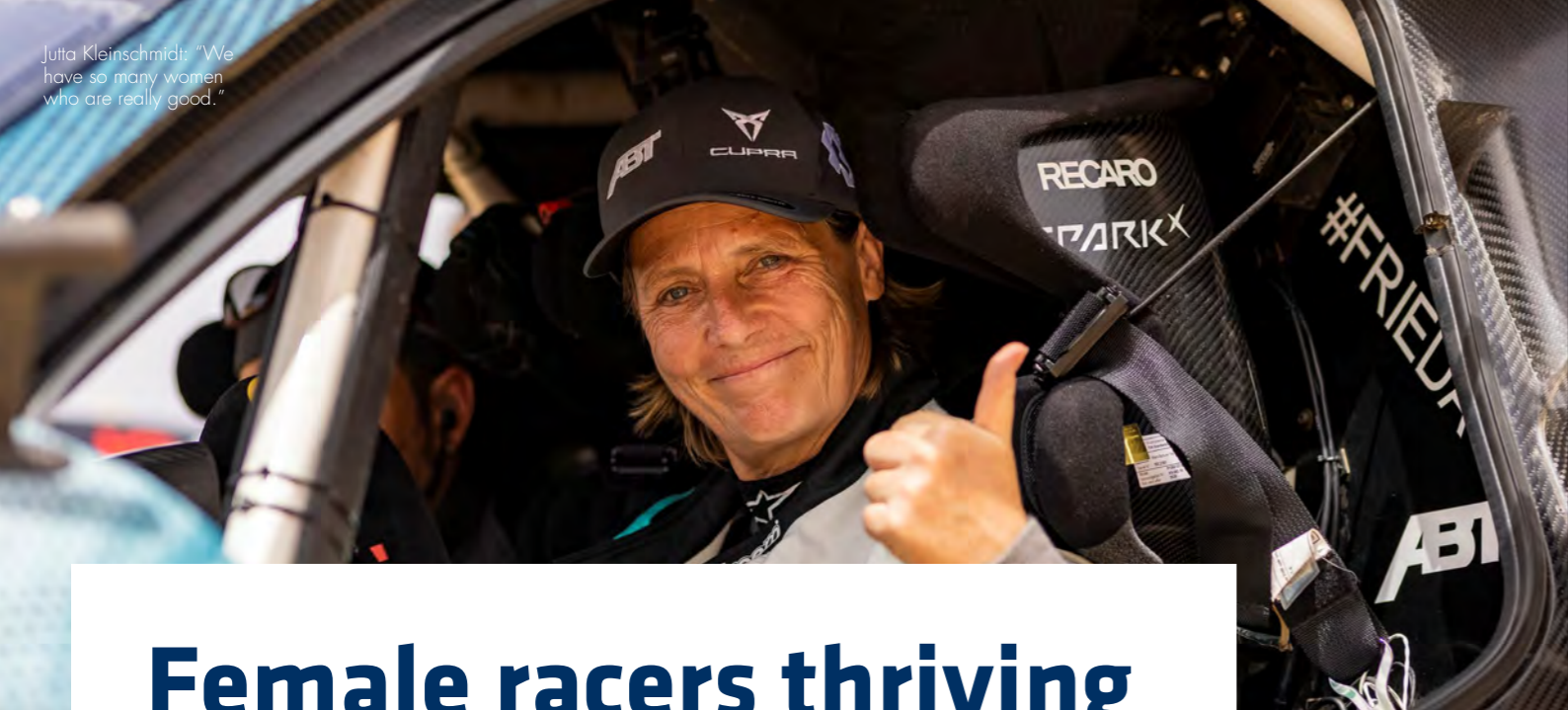


Rahel Frey, Manuela Gostner and Katherine Legge with Michèle Mouton.



Sarah Bovy and Doriane Pin

Jutta Kleinschmidt: "We have so many women who are really good."



Female racers thriving at the Extreme

AS THE EXTREME E SERIES CONTINUES, THE WOMEN MAKING UP 50 PER CENT OF THE DRIVING FORCES AT THE WHEEL OF THE ALL-ELECTRIC, OFF-ROAD MACHINES ARE MAKING THEIR MARK, AND NEW STARS ARE ARRIVING .

Extreme E, the all-electric offroad series that travels some of the most remote corners of the world to highlight climate change also has at its heart the promotion of diversity, with gender-balanced pairs of drivers competing for honours in the high-powered ODYSSEY 21 SUVs purpose-built for the competition. And as the series heads towards the mid-point of its inaugural campaign the female racers contesting the series are hitting their stride, with new talent also set to charge into action.

The newest racing recruit to the series is one of motor sport's most famous female competitors, Jutta Kleinschmidt. The FIA Women in Motorsport Ambassador and President of the FIA Cross Country Commission is of course most famous for becoming the first woman to win the Dakar Rally in 2001, but at the Extreme E event in Senegal in June, the German driver stepped out of her role as Series Advisor and Championship Driver to deputise for the ill Claudia Hürtgen.

And following a semi-final appearance at the Ocean X Prix, Jutta has been confirmed as the permanent replacement for Hürtgen alongside Matthias Ekström at the ABT CUPRA XE team.

"At first, I followed the series from the organisers' point of view, then I got a spontaneous drive and now, together with Mattias, I'm actually a permanent member of the family of drivers. I'm very happy for the chance to

compete at the highest level again," says Kleinschmidt of joining the team.

And commenting on the gender equality behind the wheel in the series Jutta adds: "What helps a lot (with female participation in motor sport) is Extreme E because to mix women with men in the same car, that the same amount of women and the same amount of men are racing together, against each other, I think you cannot make it better. And you can see how popular it is. We have so many women who are really good. We have



Sébastien Loeb.

another base (in Extreme E) and you can show your potential and then for sure you can have a career like I did in motor sport."

Also joining the series to fill the Championship Driver role vacated by Jutta is young rally star Tamara Molinaro.

The 23-year-old Italian will dovetail her Extreme E duties with a second season in the Italian Gravel Championship in which she's seeking to go one better than second place overall she scored in the U25 category in 2020.

"My goal has always been to make it to the top of the motor sport ladder so the opportunity to work within Extreme E as a Championship Driver is a dream come true, and I will put all my efforts into doing my job in the best way possible. I can't wait to get started in Greenland," she says.

After the round in Senegal, the second of the 2021 events, top spot in the series standings is held by Rosberg X Racing duo Molly Taylor and Johan Kristoffersson.

The pair have won the first two rounds of the series and Taylor said the success so far feels "pretty surreal".

"We came in ambitious, but you never know how it's all going to play out with everything being so new," she says. "Each event is really like a blank canvas, so we've just focused on doing our best at every step along the way and so far it's paid off. But it's so unpredictable; you can never be complacent. The competition level is really tough. The calibre of crews is unreal and it's amazing just to be among this field. You can't count anyone out, they are all capable of taking a win."

Taylor is also enjoying the camaraderie among the series' teams as Extreme E travels around the world.

"There's a great atmosphere within the team and across the whole paddock. There is a real sense of adventure and everyone is excited to be part of something completely new and tackling the challenges that go along with that. Having a group of people with success in different areas of motor sport is also proving really beneficial," she says.

And she adds that the gender-balance of the teams, a rarity in the wider world of motor sport, has become second nature to the Extreme E crews.

"I'm used to working in this kind of scenario, but I think it's the same across the team. We are all here to do the job as professionally as possible and the rest becomes irrelevant."

Hard on the heels of Taylor and Kristoffersson are the drivers of Cristina Gutiérrez and nine-time FIA World Rally Champion Sébastien Loeb, who believes that the series' female drivers are having a crucial impact on the competition.

"The female drivers have already shown they are so talented and often they are the ones who can make the difference for a team," he insists. "In Senegal, Cristina drove really well during qualifying and she was crucial in making sure we had a big gap on the other teams, which meant we finished in first place (in qualifying). To drive like this is not unusual for her of course, but to do so in the Extreme E series meant that she will be remembered by a big audience that might not otherwise have known about her.

"Cristina is an incredible driver and I'm really happy to have her alongside me," he adds. "She is already very talented and achieving amazing results in her racing and from what I have seen of how determined and hardworking she is, I'm confident she is only going to get stronger as a driver.

"It is incredible to have female drivers on each team. It's something really original that we haven't seen before in a race series, and I think it's important for the future of the sport that we are giving these kinds of opportunities to everyone."



Nico Rosberg, Molly Taylor and Johan Kristoffersson.



The Rosberg Racing Odyssey 21.



Anna Nordkvist – leading the Digital Motor Sport revolution

THE RECENTLY APPOINTED PRESIDENT OF THE NEW FIA DIGITAL MOTOR SPORT COMMISSION DISCUSSES THE RISE OF ONLINE RACING AND HOW THE FIA IS BRINGING STRUCTURE TO THE EMERGING DISCIPLINE

Anna Nordkvist knows all about taking motor sport disciplines and bringing them to as wide an audience as possible. As General Secretary and CEO of the Swedish Motorsport Association (Svenska Bilsportförbundet - SBF) since 2018 she runs an ASN of 16 employees taking care of everything from licensing and broadcasting/TV rights to marketing, communications, IT and the small matter of looking after 17 different motor

sport disciplines. And, with the SBF also operating a parallel marketing company that owns 50% of the Rally Sweden company, she is responsible for growing participation in multiple forms of competition and increasing their popularity. And now she's taking on the task of developing a new and exciting form of motor sport – as President of the FIA's new Digital Motor Sport Commission. The popularity of sim racing has grown massively

Anna Nordkvist: "Digital motor sport has the lowest barrier to entry of the disciplines that exist today."

in recent years as increased computing power and increasingly realistic simulations bring ever larger numbers of gamers to the world of motor sport, in a virtual environment.

"Digital motor sport has the lowest barrier to entry of the disciplines that exist today, as anybody can participate using almost any equipment, whether it's a mobile phone, a handheld device like a Nintendo Switch, a mouse and keyboard or a gamepad," says Nordkvist, also a member of the FIA Women in Motorsport Commission. "What is truly unique about digital motor sport is that it is a simulated version of a real-world sporting discipline where the skills between the digital and traditional disciplines are directly transferable to the point where the input devices are the same in digital and traditional disciplines. Someone who is good at FIFA is not necessarily good at real football, which is not the case with DMS.

"The global esports market is growing rapidly and has been for several years, boosted during the COVID-19 pandemic during 2020, where digital motor sport is a part of this growth," she adds. "According to a survey conducted by the FIA in 2020, an overwhelming majority of respondents answered positively in terms of digital motor sport and envisioned engagement in the discipline. This has then led to a majority of all FIA ASNs conducting DMS activity in one form or another, which can also be seen through the FIA Certified Gran Turismo Championships. This can then be traced to an even higher level with the IOC who have recently hosted the first ever Olympic Virtual Series, where the FIA was one of five leading international sports federations included."

With more and more young people taking part in sim racing she says that the FIA's task is to transform what was once a pastime and is now a widely spread but uncoordinated sport into a structured discipline.

"The envisioned FIA Digital Motor Sport Strategy aims to take all the segregated parts of today's digital motor sport community and organise it into a clear and defined ecosystem, where the FIA would act as a central sporting power to centralise the industry and raise the level of digital motor sport on local, national, regional and global levels alike.

"We realize digital motor sport is not only about the top 1% of competitors but can reach the remaining 99% of participants far easier than other disciplines, so the core objective is to reach out to

as much of the community as possible by creating a single system where any driver from any corner of the globe can be placed in the same global system, the FIA Esports World Ranking. This is inspired by the system used in tennis and ATP, with different levels of competitions where participants score points depending on their performance and on what level the competition they participated in is at. This is to cover any competition all the way from local club competitions locally in each nation, up to the largest competitions that exist in the world today."

She adds that the FIA will begin to offer certification for titles, or games, to ensure the titles used respect certain minimum standards and offer the same basic functionalities. An FIA Certified Title could then be used in any level of the envisaged global ranking. At the end of the year, all results would be part of the global ranking where the top drivers would be brought to a FIA Masters Event, with the target of finding the best driver in the world. Charged with delivering on these goals is the FIA Digital Motor Sport Commission.

"The Commission members have identified several points they feel should form the focus of efforts moving forwards. Closely linked to the objectives of the FIA Digital Motor Sport Strategy, the targets have been set out by the Commission members and FIA Staff to guide the Commission's work. These points touch on everything from conducting a market study with all ASNs, developing and approving a set of standardised sporting regulations that could be used by any FIA or ASN-sanctioned competition as a regulatory framework, but also touching topics as high-level as working to ensure the FIA and ASNs' lasting and recognised sporting authority over the discipline throughout the industry." The mission of building the FIA's newest discipline into a codified, structured sport, with the Federation positioned as its recognised governing body is no small task but Nordkvist is excited by the possibilities.

"I am very honoured to have the position but at the same time I feel a big responsibility to develop the discipline and the Commission's work," she concludes. "It is going fast and we need to be there, we are the leading body for this.

"Personally, I love to be put into new positions and challenges."

Jessica Bäckman: “Women have a place in motor sport, just as much as men”

THE SWEDISH RACER KNOWS THAT COMPETING AS THE FIRST FEMALE IN THE WTCR - FIA WORLD TOURING CUP - IS A TOUGH CHALLENGE, BUT SHE INSISTS THAT THE ONLY WAY TO PROGRESS IS TO RACE AGAINST THE BEST REGARDLESS OF GENDER.



Jessica Bäckman: “I hope that now I am driving in WTCR that more female drivers can do it as well.”

In June at the Nürburgring Nordschleife Jessica Bäckman made motor sport history when she became the first female driver to race in the WTCR – FIA World Touring Car Cup.

The 23-old-Swede joined up with older brother Andreas Bäckman to form the series’ first all-sibling line-up at 2021 newcomers Target Competition driving an all-new Hyundai Elantra N TCR.

Jessica comes to WTCR following a junior career in karting, a stint in rallycross in 2017 and success in touring cars, first in TCR Scandinavia in 2018 and then TCR Europe and TCR Germany over the past two years.

And while she knows that the step up to World Cup level will be a challenge the young Swede insists it’s one she’s more than ready to take on.

“I have always been like that since I began in karting, always wanting to race against the best drivers because you develop much faster than when you are driving with slow drivers,” she says. “Not that they are slow drivers

in TCR Europe of course, but they are more experienced in WTCR. It’s something that’s been with me since I started in karting because if I look up to a championship and it looks very nice and competitive then I want to experience that myself.”

And she’s also determined to demonstrate that female drivers can battle with the best.

“Some drivers don’t think female drivers can race in a world series but me and Andreas we want to go to a world series even if he’s a guy and I’m a female. For sure I hope when I am driving now in WTCR that more female drivers can do it as well.”

With that in mind Jessica is also keen that her debut campaign in WTCR shows support for the FIA Women in Motorsport Commission and its goals.

“They try to support women doing motor sport and I want to promote women doing motor sport. Women have a place in motor sport, just as much as men, otherwise I wouldn’t be here,”

she says.

While the young Swede is making the step up to WTCR from the European competition, she believes her early days in rallycross might help her in World Cup competition.

“We started with rallycross because it’s quite common where we live up in the north of Sweden,” she explains. “Also, my uncle is a rally driver and has been doing a lot of rallycross when he was a bit younger. When I drove it, I thought it wasn’t really my driving style and that’s why we only did it for one year. But for sure it has been helping because the start is very important in rallycross and you have to practice your reaction. Also, you need a lot of car control so for sure it helped us, but it was quite a strange direction to go in.”

When she made the move to touring cars, Jessica quickly found a discipline that suited her but after two years in TCR Europe she felt she was ready to make the jump to the world stage.

“The first year in TCR Europe was quite

good and when I got a podium at Hockenheim it was very nice. I also got podiums in them, like TCR Germany and TCR Scandinavia. Last year I improved a lot as a driver, but I didn’t get to show it on the track because of many incidents. I took a big step up in 2020, but you didn’t really see it from the outside. So I am very happy to be in the WTCR.” Her campaign kicked off positively, with points in Race 2 of the season opener on home soil, but in the following rounds, in Portugal and Spain, she found the

competition tougher. But while she’s still finding her feet, she’s convinced that more points will come her way.

“I feel I am fighting for every title this year, WTCR Trophy, the FIA Junior Driver Title. They will be very hard to win, but if I can win some rounds in those categories that would be nice,” she concludes. “My dream, but I don’t think I will get it this year, will be to get a podium in WTCR. But I don’t have so many expectations from this year, I’m just going to enjoy it and do my best.”



Jessica is hoping for a podium this season.



Richard Mille Racing taking on the world

AFTER A SUCCESSFUL FIRST SEASON OF COMPETITION THE ALL-FEMALE RICHARD MILLE RACING TEAM IS CONTESTING THE FIA WORLD ENDURANCE CHAMPIONSHIP'S HIGHLY COMPETITIVE LMP2 CLASS. BUT AS THE WOMEN INVOLVED EXPLAIN, THEY ARE MORE THAN READY FOR THE CHALLENGE.

For its second season of competition the Richard Mille Racing Team has made the step up from the European Le Mans Series to take on the ultimate sports car challenge, the FIA World Endurance Championship. And with an eighth place finish at the season-opening round at Spa-Francorchamps, sixth place in Portimao and 11th at round three in Monza in July, drivers Tatiana Calderón, Beitske Visser and Sophia Flörsch are proving that they belong among the elite racers of the closely contested LMP2 category and are gearing up for a second attempt at Le Mans in August. "Sometimes you have to align all the planets for a project to really get going," says Calderón, 28. "And it all came together nicely for us."

Talk with five key people in the team simultaneously – the three drivers, Amanda Mille, head of customer marketing of the eponymous watch company, and Philippe Sinault, owner of the Signatech team – and it is clear that their momentum is also due to a strong, and growing, team spirit. After their successes last year, these motor racing pioneers have a double mission in their second year: not only do they want to prove a point about women racing against men, they are all now driven by a common desire simply to win. "Last year, our target was to create the foundation of this project, and to create a real team spirit, a real aim around the project, to create a dynamic," says Sinault. "This year we

know the dynamic is still the same, that it increased a lot, and that this dynamic is the best tool for performance. I am proud to say today we have a good team and are in phase with our challenge, which is to be at the top in LMP2." Their mounting success is also thanks to support from the FIA Women in Motorsport Commission. "I know from my own personal experience that if you are driven to be the best, you have to compete against the best, male and female," says Michèle Mouton, Commission President. "Tatiana, Sophia and Beitske are up against the world's top competitors, and they are proving they deserve their place on the grid. As a Commission, we are working with

more and more manufacturers and professional teams, highlighting the successes of our top female racers and helping to secure equal opportunities for them. It is key to their progression to be able to compete in a mixed environment and showcase their ability in the best machinery."

The Oreca 07 LMP2 car sits just below the highest class, Hypercar, but with each of the Richard Mille drivers progressing from extensive careers in single-seaters, they believe the class is proving to be a good match.

"This car has a lot of aerodynamics, so it's really similar compared to formula driving, style-wise," says Flörsch, who, at 20, is the youngest of the trio. "Compared to GP3, where I am also now racing – and which are slow in comparison – the driving style between single-seaters and the LMP2 is really similar. For sure, you have to adapt, and I also had to learn and still have to learn a lot."

As part of that learning process, the switch from the ELMS to the WEC this year is providing lots of challenges, according to Calderón.

"We have a different aero package – the Le Mans kit – that we have to run on every single track, and we have a different tyre manufacturer – Goodyear – so that changes quite a lot," she says (last year they used Michelin tyres). "We have a bit more torque but less power in the straight, and the cars are a bit heavier. So we have had to adapt our driving, adapt the car to suit these specifications, and on top of that the WEC has a bit less practice time than the ELMS. When you have



The crew took sixth place in Portugal.



Beitske Visser.



“There are amazing female drivers but they don’t have the right tools.”

Amanda Mille

goal is again to make no mistakes and get a good result.”

Amanda Mille says she is looking forward to seeing the female crew receive a similar response from male drivers after Le Mans last year, when some approached them in

the pit lane following the race and said that if all the men drove as cleanly as they did it would “be another world”. “When the best drivers come to say to a rookie ‘well done,’ while shaking their hands, I think a big part of the job for last year was done,” she says. “So we just need to add a bit!”

For the Richard Mille company, the objective has already been met in many ways, she adds, noting that the all-woman team matched the brand’s philosophy, especially its passion for motor sport, and endurance racing in particular.

“The message which has been sent – and I think is being received properly – is that we’ve been treating all the products we have been creating, and the place that we give to ladies in the world of Richard Mille, in the same as we did for men,” she says. “That’s exactly what we are doing with this team. It’s more the fact of recognising that today there are some amazing female drivers, but maybe they don’t have the right tools in hand. And they need to have these tools to be able to show to the world what they are able to do.”

Calderón, who is also an ambassador for the FIA Women in Motorsport Commission, puts it this way: “We have raised awareness of this type of opportunity. I think there is a lot of female talent, but we have never really been given the right opportunities to perform at the highest level. And to have this trust from everyone who is working with us is a huge bonus for us and for the next generation as well.

“Now with everything that the FIA and the Women in Motorsport Commission has done with the Ferrari Driver Academy – Maya [Weug] was racing in Formula 4 – you have the Iron Dames as well representing us in GT, our team with the Richard Mille Racing Team, I think it’s all opening the doors for us, for future generations, and to show it is possible and that things are changing.”

And, as Mouton points out, there are still higher goals for the project. “We all dream of seeing Tatiana, Sophia and Beitske on the LMP2 podium at the highest level of endurance racing,” she says. “This is very much the aim and a goal that is achievable as they continue to develop and gain more experience.”



to change so many things in your style and so many things in the car it’s not easy, and I think the level is extremely high. There are some ex-Formula 1 drivers, some Formula E champions. But I think we would all agree that we love a good challenge.”

The biggest challenge, of course, is the highlight of the season: Le Mans.

“Last year our drivers did a fantastic job,” says Sinault. “All three were rookies and they did so well: no mistakes, no spins, no gravel, perfect copy. This year it is a little bit different because, firstly, it is the second time entering and they are really strong compared with last year. So for sure we expect a better result. My job is to

provide the best package possible, to have no technical issues, to manage things well on the sporting side. But I am sure with the stronger line-up now we can dream about a really good result in this race. Because the quality of the women for sure will be a big, big advantage, especially for the Le Mans race.”

Visser agrees: “Last year, Le Mans was definitely our highlight of the season. This year, I hope it will be our highlight again. It is definitely the race we are most looking forward to. We will just try to improve on last year. I think we can definitely do that. We have improved the race by race so far this year. And we are strong together as a team, so our

This year's FIA Formula 1 Azerbaijan Grand Prix featured a whole team of female tyre scrutineers.



Guiding the unsung heroes of motor sport

A NEW FIA WOMEN IN MOTORSPORT BOOKLET, 'YOUR CAREER AS A MOTOR SPORT OFFICIAL', AIMS TO GIVE WOMEN AND GIRLS ADVICE AND THE TOOLS THEY NEED TO GET INVOLVED IN MAKING MOTOR SPORT EVENTS HAPPEN.

As part of its strategy to promote the place of women in all areas of the sport, the FIA Women in Motorsport Commission has launched a new career booklet, 'Your Career as a Motor Sport Official'.

A tool for girls and women who are passionate about the sport and would like to get involved but don't know how, the booklet describes the different volunteers and officials' roles, the necessary skills and the main steps to join motor sport.

"Volunteers and officials are the heart and soul of motor sport," explains Silvia Bellot, FIA Women in Motorsport Ambassador, and the youngest person and the first woman appointed FIA Race Director for Formula 2 and Formula 3. "They are the invisible heroes responsible for granting sporting equity and safe competitions to all the participants and spectators. Without them, our sport simply would not happen."

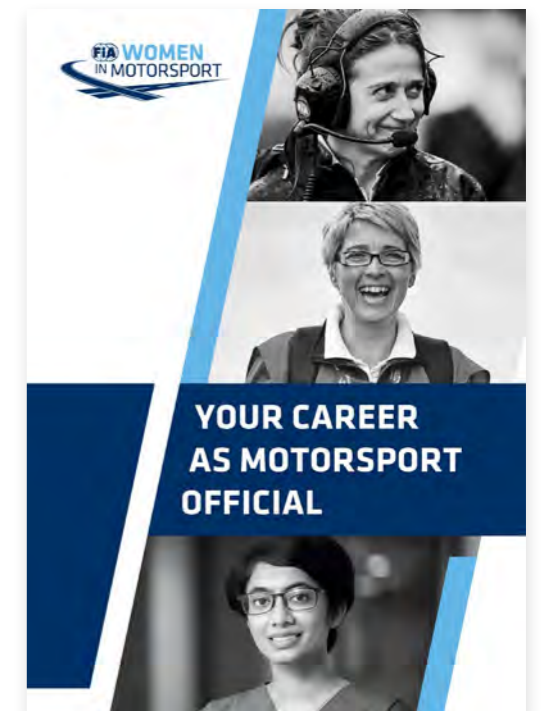
The roles featured in the booklet are wide-ranging and encompass many areas of motor sport officiating. Whether you have a fascination with mechanics, technology and timing, the staging of events or the enforcement of regulations, medical or safety matters, there is a role for everyone keen to get involved. And, for those who just love the sport and want to get close to the action and their heroes, the importance of marshalling cannot be underestimated, as these volunteers are entrusted with creating the safest environment possible for competitors and spectators.

"Raising awareness and giving thanks to these volunteers who devote their time to carrying out a wide variety of essential roles is vital to the future of our sport," added Michèle Mouton, President of the FIA Women in Motorsport Commission. "We would like to encourage more people to take a look at the exciting opportunities and our latest booklet showcases the variety of roles fulfilled by just some of our passionate and devoted volunteers who keep

motor sport on track. I hope it inspires you to join our family."

This latest publication follows in the footsteps of three previous career booklets. The first, [Your Career in Motorsport](#) takes a more generic look at the various opportunities in the sport, while the second, [Engineer your Career](#), delves deeply into prospects within the engineering sector. Earlier this year, there was also a focus on the [Women in the WTCR](#), where a host of inspirational women are fulfilling their dreams in a variety of roles.

The new 'Your Career as a Motor Sport Official' booklet is available in English and Spanish and can be downloaded [here](#).





Daniela Meyn (centre and below far right) has been appointed Clerk of the Course in Australia's Repco Supercars Championship.

Danielle Meyn appointed Clerk of Course in Repco Supercars

Australian motor sport official Danielle Meyn is set to make history in her homeland after being appointed as the Clerk of Course for the 2021 Bunnings Trade Perth SuperNight. In claiming one of the top jobs for September's event at Wanneroo Raceway, Meyn becomes the first ever woman to be a Clerk of Course at a Repco Supercars Championship round. The 37-year-old enters the role with an array of experience in motor sport behind her having been a volunteer official at West Australian events for more than two decades. In her time in motor sport, Meyn has risen from volunteering as a flag marshal in 1999 to work in Race Control, where she held a communications role. It wasn't long before she was again promoted to assistant Clerk of Course and then to the main job where she excelled.

In 2013, Meyn's status as one of the state's most heralded Clerk of Courses for circuit racing was confirmed when she was assigned as Motorsport Australia's dedicated Clerk of Course at Collie Motorplex, before becoming the Clerk of Course at Wanneroo Raceway for the WVA Sporting Car Club's state championship rounds this year. And now, 22 years after her first ever event, Meyn is set to take on her biggest assignment yet. "It's amazing. I have always wanted to be a Clerk of Course since I first got involved in the sport so it's quite special for me - especially since it's at the same event where my journey started all those years ago," Meyn said. "It was a bit of a surprise. I know that females haven't had the role before but that's just how it is and now I am very much looking forward to it."

"I want to show that women are valued in the sport and they can put their hand up for any role they put their minds to," she added. "Motorsport is fantastic because there is support for both genders of people to follow their dreams and aspirations. "I am not intimidated by being the first woman either, I just want to make sure I do the event to the best of my ability, and it is successful. I am confident it will be because I have been around these officials for a long time, and I know they are fantastic to work with." The Repco Supercars Championship's Bunnings Trade Perth SuperNight takes place at Wanneroo Raceway on 11-12 September.



@JillieGerr Photography

